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Port of Sunderland

ANNUAL
REPORT

1955

Port of



Sunderland

1955

ANNUAL REPORT

PRESENTED TO THE

POR T HEALTH AUTHORITY

BY

A. S. HEBBLETHWAITE, M.C., M.B., Ch.B., D.P.H.

MEDICAL OFFICER OF HEALTH FOR THE PORT OF SUNDERLAND

A faint, light-colored watermark of a classical building with four columns and a triangular pediment is visible in the background of the page.

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SUNDERLAND PORT HEALTH AUTHORITY

COMMITTEE

The Right Worshipful the Mayor: Alderman Miss, E.E. Blacklock

Alderman J. Cohen, O.B.E., J.P. Chairman

Alderman Miss, E.E. Blacklock, Vice Chairman

Alderman	M.E. English	Councillor	Miss L. Hill
"	J. Hoy, M.B.E., B.E.M., J.P.	"	W.N. Jackson
"	E. Johnston, J.P.	"	Mrs. J. Ledger
"	W. Miller	"	C. Paull
Councillor	Mrs. M.S. Barry	"	J.H. Redfearn
"	J.W.D. Bell	"	J.A. Smith
"	T.M. Carr	"	J. Starkey
"	T.C. Cousins	"	J.G. Waller
"	C.J. Devine	"	L. Watson
"	R.W. Fitzakerly	"	J.W.P. Wilkinson
"	T. Greenman	"	Mrs. M.R. Young

CO-OPTED MEMBERS

Alderman Mrs. K. Cohen
" Mrs. J. Huggins, J.P.
Councillor W. Wilson
Dr. P. Hickey
Dr. J.S. Makepeace

Meetings: Monthly, on Wednesday, in the second week preceding that in which the Council meets at 4.0 p.m. Offices of the Port Medical Officer of Health and Port Sanitary Inspector: Corporation Quay, Sunderland. Office Tel. No. Sunderland 56178.

SUNDERLAND PORT HEALTH AUTHORITY

ANNUAL REPORT

of the

MEDICAL OFFICER OF HEALTH

for the

Year Ended December 31st. 1955.

To The Mayor, Aldermen and Councillors of the County Borough of Sunderland acting as the Port Health Authority of the Port of Sunderland.

The form of the Annual Report for 1955 is in compliance with the Ministry of Health's instructions as provided for in Circular 33/52.

The Report gives an account of the work performed in the Port during the year ended 31st December, 1955.

The duties carried out include:-

1. The prevention of the importation of infectious disease.
2. The prevention of the importation of rat plague.
3. The carrying out of the terms of the International Sanitary Convention 1951, particularly in regard to the granting of Deratting and Deratting "Exemption" Certificates.
4. The supervision of the hygiene of crew and passenger accommodation on ships.
5. The inspection of imported food.
6. Various other duties, such as smoke abatement and the supervision of the general sanitary conditions of the Port Health District.

VARIOLA IN FRANCE

Notification was received 9th January 1955 from the Ministry of Health, London, that an outbreak of Smallpox had occurred in the Port of Vannes, in the Morbihan Department, Brittany. Confidential information of such outbreak was given to H.M. Customs, Waterguard, Pilotage Authority and the Harbour Superintendent with a request that the arrival of any vessel which during the previous four weeks had been in the area St. Malo - Westwards to Brest thence Southwards to St. Nazaire and Nantes, should be immediately notified to this Authority. On April 12th 1955, the Ministry of Health, London, notified by telegram that the Port of Brest had been declared infected with Smallpox. During the whole of this period and up to such time as it was officially declared that the danger of infection no longer existed, all vessels arriving from ports within the defined area were visited as soon after arrival as possible and enquiries made as to any cases of sickness which were present, or had occurred during the past few weeks. The Masters of such vessels were requested to render a Declaration of Health.

CARGOES OF SISAL

A problem has arisen in Sunderland and Newcastle in connection with cargoes of sisal infested with beetles, and it is caused by vessels having a general cargo which sometimes contain Copra in bags as well as Sisal in the same or adjacent holds. It does not matter where the Sisal is stored, as the Copra Bug or Beetle can fly to another part of the ship and it will burrow in to the bales of Sisal for warmth. The effect of the Sisal being infested has been that the rope works refuse to take the consignment and the girls refuse to handle the material with beetles crawling over it.

The last consignment was fumigated in the warehouses at the cost of the various agents connected with the cargo.

I know there is no medical problem connected with the transmission of disease, but on aesthetic grounds this practice should cease.

OIL POLLUTION

Five cases of oil pollution of the waters of the Harbour occurred during 1955.

In one case heavy pollution occurred and the River Wear Commissioners instituted legal proceedings against the Master of the vessel concerned, who pleaded guilty and was fined fifty pounds.

On the night of June 3rd, the lower reaches of the River were heavily polluted by thick oil presumably discharged from some vessel. This pollution later spread further up the River and on to the Beaches. Enquiries failed to reveal the actual source of contamination.

Further pollution by thick oil took place on the 25th June, and once again enquiries failed to reveal the actual source of contamination.

A slight leakage of oil into the Outer Basin was traced to the fracture of an oil supply pipe at a Storage Depot situate on the quayside. A number of pipes were renewed and precautions taken to prevent any similar occurrence.

The enforcement of the appropriate regulations dealing with pollution of Harbour Waters by Oil is not within the province of this Authority, but it is interested from the point of view of the contamination of Foodstuffs, such as in-shore fishing and shell-fish; for instance, it was found necessary in 1954 to condemn as unfit for human consumption a quantity of crabs which had been stored temporarily in boxes slightly submerged in harbour waters and which overnight became polluted by the accidental discharge of fuel oil from a vessel lying nearby.

SMOKE NUISANCE

In July it was found necessary to draw the attention of a Repairing and Dry Docking firm to the continued emissions of dense smoke from the incinerator on their premises. There had been a considerable accumulation of oil residue from two vessels in dry dock which were being converted from Oil Tankers to Ore Carriers and this residue was being destroyed by burning. The weather at the time was very warm and complaints were received from householders and occupants of business premises on the other side of the River, who had opened their windows, and towards which this heavy oily smoke was blowing. The firm have given an assurance that new methods of feeding the oily waste into the incinerator will be put into operation, and it is hoped that as

a result no further emissions of dense smoke will occur.

The new Oil in Navigable Waters Act 1955, which is shortly to come into force, requires the provision of facilities for the reception of oil residues from vessels lying in harbours, and it is hoped that the disposal of these residues, if carried out by burning, will not add to the quantity of smoke already present in the atmosphere of large industrial seaports.

INFESTED DUNNAGE

In November, a large quantity of infested cargo separation matting was put ashore from the M/V "Wendover" while the vessel was in Dry Dock. This matting was found to be heavily infested by many types of insects and the Agents were requested to remove this dunnage from the premises for destruction by incineration.

Arrangements were completed for this material to be collected and removed to the public incinerator by a private contractor.

A certificate giving the quantity of material dealt with was later received from the Cleansing Superintendent and a copy of this certificate was forwarded to the Agents for ultimate transmission to H.M. Customs and Excise.

This particular problem has been raised before; when general cargo or sisal is being discharged it is often found that infested cargo matting comes ashore at the same time. This lies around the quays where warehouses containing foodstuffs are situate, and it is generally removed in railway waggons which are the property of the Commissioners.

It is generally the aim of the Chief Officers of the vessels concerned to land as much of this dunnage as possible, especially if the cargo spaces are to be disinfested on final discharge of cargo; it is felt that in such circumstances it would be foolish to dump this material on deck, with the intention of later dumping it into the sea on passage from port to port, as in the infested state it would easily re-infest cargo spaces which have been recently disinfested.

Representations have been made to the Ministry of Agriculture and Fisheries (Disinfestation Division) that when they request the disinfestation of cargo spaces an endeavour should be made to allow infested dunnage to be dumped overboard at sea before the required disinfestation is carried out. Should this procedure not be possible, it is advisable that arrangements be made for early incineration of the infested materials.

A merchant who purchased a quantity of timber (dunnage) from the M/V "Wendover" was advised to have the timber treated by spraying with an insecticide before resale.

FRESH WATER SUPPLIES

A survey which was carried out in 1951 of the hydrant chambers used for the supply to vessels of fresh water, including drinking water, revealed that quite a number of these chambers could not be regarded as satisfactory for this purpose. Some were liable to pollution from the soil pipes of vessels, others were in depressions in the ground allowing water to drain into them and many were dirty.

Representations were made to the River Wear Commissioners and the Sunderland and South Shields Water Company, and as a result it was agreed that the total reconstruction of many of the chambers should be carried out as early as circumstances permitted. This

work has proceeded slowly; considerable expense is involved but the above programme should be completed in the near future, at least as far as the Docks area of the port is concerned.

CO-OPERATION

As this will be my last Report to the Port Health Authority I wish to record my thanks for the valuable assistance given to the Port Health Authority by H.M. Collector of Customs and his Staff, the Officers of the River Wear Commissioners, H.M. Coastguard, Sunderland Pilotage Authority, River Wear Police, Shipping Agents, and to all members of my Staff.

A. S. HEBBLETHWAITE,

Port Medical Officer of Health.

Port Health Authority Offices,
Corporation Quay,
SUNDERLAND.

March 31st, 1956.

SECTION I - STAFF

TABLE A

Name of Officer, Qualifications, and Nature of Appointment	Date of Appointment	Any other Appointments held
G. S. McIntire, C.B.E., M.A., LLB., Solicitor, Clerk to the Authority	1.9.32	Town Clerk, Clerk of Peace of Sunderland
A. S. Hebblethwaite, M.C., M.B., Ch.B., D.P.H., PORT MEDICAL OFFICER of Health	1.6.27	Medical Officer of Health School Medical Officer
R. S. Thubron, M.B., B.S., D.O.M.S., Deputy Port Medical Officer of Health	14.2.51	General Practice, Admiralty Surgeon and Agent
C. C. Pickering, Cert; R.S.I., Cert., Meat & Other Foods. Chief Port Inspector	1.2.45	None
Assistant Port Inspector	Position vacant from 1.1.53	-
C. T. Cawthorne, Official Rodent Operator	27.9.47	None
C. R. Hicks, Clerk	30.7.48	None

Address and Telephone Number of the Medical Officer of Health)	Health Department, "Thornholme", Thornholme Road, Sunderland.
	Telephone Number:- Sunderland 56201. Ext. 91
Private Residence:	Telephone Number:- Sunderland 3437
Private address and Telephone number of Chief Port Health Inspector)	9 Claremont Road, Roker, Sunderland. Telephone Number:- Sunderland 3031
Port Health Authority, Corporation Quay, Sunderland.)	Telephone Number:- Sunderland 56178

SECTION II - AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR

TABLE B

Ships from	Number	Tonnage	Number Inspected		Number of Ships Reported as having, or having had, during the Voyage, Infectious disease on Board
			By the Medical Officer of Health	By the Sanitary Inspector	
	1	2	3	4	5
Foreign Ports	297	419,053	47	261	2
Coastwise	1,900	1,379,359	25	1,135	Nil
TOTAL	2,197	1,798,412	72	1,396	2

Note: The figures given in Columns 1 and 2 are supplied by the courtesy of H.M. Surveyor of Customs and Excise, Sunderland.

The figure of 261 in column 4 relates to ships direct from foreign ports and the figure of 1,135 for Coastwise shipping includes 247 vessels which had proceeded from foreign ports and called at another United Kingdom Port before arriving in this port.

SECTION III - CHARACTER OF SHIPPING & TRADE DURING THE YEAR

TABLE C

PASSENGER TRAFFIC:	Total number of Alien Passengers Landed	-	12
	" " " " " Embarked	-	46
	Total number of British Passengers Landed	-	50
	" " " " " Embarked	-	51
	Number of Alien Seamen under contract to join Ships in British Waters	-	Nil
	Stowaways	-	Nil
	Total number of Passengers Landed	-	62
	" " " " " Embarked	-	97
			<u>159</u>

In addition 80 Alien supernumeraries who intended leaving in the Ships in which they arrived were granted temporary shore leave.

The above figures supplied by the courtesy of Mr. M. Berryman, H.M. Immigration Officer.

CARGO TRAFFIC: PRINCIPAL IMPORTS:

Iron & Steel Scrap	200,761	Tons
Petroleum in Bulk	178,523	"
Sundries	107,279	"
Cement	54,652	"
Iron & Steel	23,740	"
Esparto	14,111	"
Timber	13,732	"
Props	8,716	"
Wood Pulp	6,634	"
TOTAL	608,148	Tons

PRINCIPAL EXPORTS:

Petroleum & Benzole	46,233	Tons
Machinery	12,519	"
Sundries	2,966	"
TOTAL	61,718	Tons

During the year 1955 the total number of Vessels Cleared from the Port was 2,205, a decrease of 29 Vessels on that of the previous year.

Those engaged in the Coasting Trade number 1,714 and in the European Trade 422, whilst 69 were Trading beyond Europe.

The registered tonnage of Vessels amounted to 1,910,983 registered tons, compared with 1,901,173 registered tons in 1954, an increase of 9,810 registered tons.

A marked feature in connection with the Import Trade of the Port has been the discharge of over 200,000 Tons of Iron & Steel Scrap, with the exception of four cargoes which arrived Coastwise, all of the above cargoes arrived from U.S.A., Canada and Cuba.

Figures relative to the "Trade of the Port" were kindly supplied by the courtesy of Mr. A.H.J. Bown, General Manager and Clerk to the River Wear Commissioners.

The following figures show the number of Vessels of each Nationality inspected:-

British	-	1,077
Union of South Africa	-	2
Bermudan	-	1
Costa Rican	-	11
Danish	-	13
Dutch	-	98

Eireann	-	2
Finnish	-	13
French	-	14
German	-	60
Greek	-	4
Italian	-	1
Liberian	-	8
Norwegian	-	33
Panamanian	-	12
Polish	-	1
Spanish	-	6
Swedish	-	32
U.S.A.	-	2
Yugo Slavian	-	6
 Total:-	-	1,396

Foreign Ports from which Vessels arrive

Aden Colony (British)	Aden
Algeria	Algiers, Arzew, Benisaf, Bougie, Djidjelli Nemours, Oran
Anglo Egyptian Sudan	Port Sudan
Australia	Bunbury, Fremantle, Geelong
Belgium	Antwerp, Bruges, Ghent, Ostend, Zeebrugge
Bermuda Islands (British)	Hamilton
Canary Islands (Spanish)	Las-Palmas
Canada	Bridgewater, Caraquet N.B., Charlton Island, Clarke City, Georgetown (Prince Edward Island) Halifax N.S., Miramichi Bay, Montreal, Sorel, Sydney N.S. Watson Island, Vancouver B.C., Victoria B.C.
Cuba	Cienfuegos, Matanzas, Mariel, Nuevitas, Santiago, Sagua-La-Grande
Denmark	Aalborg, Aarhus, Copenhagen, Esbjerg, Frederikssund, Fredericia, Frederiksvaerk, Horsens, Krik, Kyndby, Mariager, Naestved, Odense, Skive, Struer, Sundby, Tisted
Egypt	Alexandria, Port Said, Suez
Eire	Dublin, Limerick
Faroes	Thorshaven

Finland	Abo, Brandom, Hamina, Haukipudas, Helsinki, Jacobstad, Kasko, Kemi, Kotka, Mantyluoto, Raumo, Toppila, Walkom, Xpila
France	Bordeaux, Brest, Caen, Calais, Dieppe, Dunkirk, Fe-Camp, La-Pallice, Le Havre, Marseilles, Port-de-Bouc, Pauillac, Rouen, St. Malo
French Somaliland	Djibouti
Germany	Bremen, Brunsbuttel, Emden, Flensburg, Hamburg, Kiel, Lubeck, Nordenham, Stralsund, Wismar
Gold Coast	Takoradi
Greece	Piraeus
Holland	Amsterdam, Delfzyl, Dordrecht, Flushing, Hansweert, Harlingen, Rotterdam, Ymuiden, Zaandam
Iceland	Reykjavik
Italy	Civitavecchia, Genoa, Leghorn, Salerno, Savona, Spezia, Trieste
Italy (Sicily)	Palermo, Licata
Iraq	Fao
Ivory Coast	Abidjan
Japan	Tokio, Yokohama
Kenya	Mombasa
Kuwait	Mena-al-Ahmadi
Lebanon	Tripoli
Libya	Tripoli, Tobruk
Madagascar (French)	
Mauritius (British)	Port Louis
Mocambique	Beira, Lourenco-Marques
Morocco (French Zone)	Casablanca, Saffi
Morocco (International Zone)	Tangiers
Norway	Arendal, Drammen, Foldafos, Fredrikstad, Hammerfest, Josingfjord, Kragero, Narvik, Odda, Oslo, Porsgrunn, Risør, Sagvaag Sandviken, Steinkjer
Nigeria	Sapele

Oman	Dubai
Panama	Cristobal
Peru	Callao
Poland	Gdansk, Gdynia, Szczecin
Portugal	Leizoes, Lisbon, Oporto
Singapore (British)	
Spanish Morocco	Ceuta, Melilla
Spain	Almeria, Aguillas, Alicante, Barcelona, Bilbao, Cadiz, Corunna, Gandia, Huelva, Sagunto Vivero
Segal	Dakar
Sweden	F alkenberg, Gefle, Gothenborg, Halmstad, Hargshamn, Helsingborg, Holmsund, Karlstad, Kopmanholmen, Kubikenborg, Kristinehamn, Ljsne, Lulea, Nykoping, Norrkoping, Oskarshamn, Oxelosund, Pitea, Ronehamn Rundvik, Sandvik, Skutskar, Sundsvall, Stockholm, Trelleborg, Uddevalla
Tanganyika	Dar-es-Salaam, Lindi, Tanga, Zanzibar Island
Tunisia	La-Goulette, Tunis
U. S. A.	BaltimoreM.D., Boston (Mass), Corpus Christi (Texas), Houston (Texas), Jacksonville F.A., Newport News V.A., New York, Norfolk V.A., New Orleans, L.A., Philadelphia P.A., Port Everglades F.A., Portland M.N., Savannah G.A., Seattle W.N., Richmond V.A.
U. S. S. R.	Archangel, Leningrad, Mesane Onega
Venezuela	Willemstad Curacao Island (Dutch) Bullen Bay
Yugo Slavia	Luka-Kardeljevo, Rijka, Sibenik

SECTION IV - INLAND BARGE TRAFFIC

Not Applicable to this Port

SECTION V - WATER SUPPLY

1. (a) The water supply of the Port is supplied by the Sunderland and South Shields Water Company. The water is derived from deep wells sunk in the magnesium limestone rock and from Burnhope Reservoir catchment area, approximately 45 miles to the West in the Durham Hills.

(b) The water supplied to shipping is principally derived from deep wells and bore-holes in the magnesium limestone and is supplied to vessels by two methods, (i) direct from hydrant on the quay or (ii) brought alongside by water boat and by means of hose pumped from there into fresh water tanks on vessels.

2. Reports of tests for contamination are furnished in the following table.

3. There is only one Water Boat at present operating at this Port and regular inspections have ensured that it is kept in a good sanitary condition. This vessel is privately owned.

WATER SAMPLES - 1955

Source	Plate Count (a) at 37°C (2 Days incubation)	Plate Count (b) at 20-22°C (3 Days incubation)	Presumptive Coliform Count; probable number of Coliform Bacilli Present
Sample taken from Water Boat "Olive Branch II" 17.8.55. Sample No. 388	0 per 100 100 Ml. of Water	-	Satisfactory
Sample taken from No. 4 Hydrant, 23 Staithes, South Dock 17.8.55. Sample No. 389	0 per 100 Ml. of Water	-	Satisfactory

SECTION VI - PUBLIC HEALTH (SHIPS) REGULATIONS, 1952

1. Up-to-date information is compiled from the weekly record of quarantinable diseases received from the Ministry of Health, which clearly and comprehensively lists the ports and areas which are infected or believed to be infected with quarantinable disease, or which may serve other places or areas so infected or believed to be infected, including areas which have been delineated as yellow fever endemic zones by the World Health Organisation pursuant to the International Sanitary Regulations. These weekly records are carefully scrutinised to ascertain any changes in any infected or suspected ports or areas and for fresh outbreaks of quarantinable diseases, and amended lists are forwarded to H.M. Customs and Excise (Waterguard) and also to the Pilot Ruler, Sunderland Pilotage Authority. The method used for transmission of this information is by post, the letter being marked 'Confidential'.

2. (a) Radio Messages: As this Port is of a concise area it has not been considered necessary for radio permission to be given to a ship to proceed direct to its intended place of mooring, discharge or loading.

(b) Arrangements for receiving messages from vessels are made through approved agents, who have satisfied the Port Medical Officer of Health that prompt arrangements can be made for such messages to be transmitted to his office, or the residences of the Port Sanitary Inspectors, as may be necessary, and within the time limits laid down in the Regulations.

List of Approved Agents

Allan, Black & Co. (Albyn Line Ltd)	Tavistock House, Borough Road, Sunderland
Common Bros. Ltd (Holme Line Ltd)	10 Park Terrace, Sunderland
France, Penwick, Tyne and Wear Co. Ltd	21 Bridge Street, Sunderland
Irving, T.G. (Vice-Consulate for Norway)	Central Buildings, West Sunniside, Sunderland
Jopling Wm. & Co.	10 Park Terrace, Sunderland
Laing I.W.	34 West Sunniside, Sunderland
Marshall, J.F. & Son (Netherlands Consulate)	48 West Sunniside, Sunderland
Marshall S. & Co.	22 John Street, Sunderland
Rose, Thomas & Co.	38 West Sunniside, Sunderland
Trapp & Co.	29 West Sunniside, Sunderland
Welch C.J. & Co.	34 West Sunniside, Sunderland
Wilkinson, Cuthbert & Co. Ltd	39 West Sunniside, Sunderland
Wright, S.C. & Co. (Vice-Consulate for Sweden, Vice-Consulate for Finland)	29 West Sunniside, Sunderland

Notification of any sickness on board a vessel arriving in the Port is also given by Pilots or H.M. Customs & Excise Officers, and should this occur outside normal working hours, such information is telephoned direct to the residences of the Port Medical Officer or Chief Port Health Inspector.

3. Notification otherwise than by radio is either given by an agent who receives messages giving expected time of arrival, by telephone from a coastwise ship at a previous port of call, or immediately on arriving off this Port, through the medium of Pilots.

Sunderland Port Health Authority have adopted 'Portelth' as their telegraphic address.

Masters of ships are entitled to send to the Port Health Authority messages in the code laid down in the 1931 International Code of Signals.

Radio signals with which the Port Health Authority are concerned are given in Volume II of the above Code.

4. Directions have been issued under these Regulations to H.M. Customs and Excise (Waterguard) and to the Pilot Ruler of the Sunderland Pilotage Authority to the effect that ships arriving at the Port flying the signal 'LIM' or at night, a red light over a white light, the Customs Officer shall, under Section 24 of these regulations, direct the Master to take the ship to the first line mooring station which shall be the normal berthing place for that ship and no contact shall be made with the shore, other than the boarding of the ship by the appropriate authorised Officers. If subsequently, the Port Medical Officer of Health considers that more adequate quarantine measures must be enforced, the Master will be instructed to have the vessel moved to the appropriate quarantine buoys, namely Lower Tier Buoys, Whites Tier, or Slope Tier Buoys, South Dock.

5. (a) The hospital accommodation for infectious diseases other than smallpox is the Sunderland Hospital Management Committee Hospital, situate at Hylton Road, Sunderland.

(b) Contacts are carefully examined and kept under observation on board, and if allowed to leave the vessel, are supplied with pre-paid reply postcards (P.S.3) for the purpose of notifying any change of address within 14 days of disembarkation. The names and destinations given by persons allowed to leave under Article 38 are forwarded to the Medical Officer of Health of such districts.

(c) Disinfection of ships for the purpose of preventing the spread of infectious disease is carried out by the inspectorial staff. Personal bedding, clothing and other articles are removed to the Borough Infectious Diseases Hospital for cleansing and disinfection where ample and up-to-date facilities exist. Where and when necessary, bathing arrangements can be carried out at the above-mentioned premises.

SECTION VII - SMALLPOX

1. The smallpox hospital is the Langley Park Hospital, Langley Park, near Durham City, telephone number Langley Park 214. Admission arrangements to be made direct with Matron of the Chester-le-Street Isolation Hospital (Telephone number Chester-le-Street 3207). The Medical Officer-in-Charge is Dr. Gavin Miller, whose private telephone number is Sacriston 232.

2. Transport facilities are provided by the Ambulance Service, Sunderland Corporation. All drivers have been recently vaccinated.

3. The Smallpox Consultant to this Authority is Dr. Eustace Thorp, residing at 115 The Broadway, Grindon, Sunderland, and his private telephone number is Sunderland 6506.

4. The Public Health Laboratory Service is situated at the Havelock Hospital, Sunderland.

SECTION VIII - VENEREAL DISEASE

Facilities for the diagnosis and treatment of venereal disease are provided at the Royal Infirmary, Sunderland, and also at the Clinic provided at the Port Health Office, Corporation Quay, South Dock, Sunderland. The Clinic at the Authority's office was primarily opened with the object of providing treatment for seamen who could not attend the Royal Infirmary owing to the exigencies of duty during the normal hours of treatment at the Royal Infirmary or that their vessel was sailing on an early tide.

The dates and hours of available facilities are summarised below:-

1. Special Treatment Department, Royal Infirmary - Treatment Sessions:

Monday	5 - 7 p.m.
Tuesday	10-12 noon
Wednesday	5 - 7 p.m.
Thursday	10-12 noon
Friday	2 - 4 p.m. and 5 - 7 p.m.
Saturday	10-12 noon

Cases can be seen by arrangement daily from 10 - 12 noon and 2 - 7 p.m. which times are also those for intermediate treatments.

Total number of Seamen treated at V.D. Clinics,
Royal Infirmary, during the year 1955.

BRITISH	Total	FOREIGN	Total
Syphilis	6	Syphilis	4
Soft Chancre	-	Soft Chancre	-
Gonorrhoea	16	Gonorrhoea	18
Syphilis and Gonorrhoea	-	Syphilis and Gonorrhoea	1
Non Venereal Disease	48	Non Venereal Disease	12
Urethritis	28	Urethritis	10
Syphilis and Urethritis	1		
TOTAL:	99	TOTAL:	45

There has been a small decrease in the number of seamen seen as compared with 1954, when 110 British and 49 Foreign seamen were dealt with.

2. Port Health Authority Clinic:

All facilities are available at the Port Health Authority Office, Corporation Quay, and a specialist will attend by arrangement on the morning of any weekday, if patients cannot get to the Royal Infirmary.

Facilities are also provided at the Royal Infirmary for in-patient treatment.

Enquiries are made as to the existence of venereal disease on vessels, the facilities for treatment are pointed out and printed cards conveying information on the dangers of venereal diseases, together with the times of treatment clinics are distributed freely among seamen. Posters and handbills are also displayed at suitable positions in the Port area.

SECTION IX - CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS

TABLE D

Category	Disease	Number of Cases During the Year		Number of Ships Concerned
		Passengers	Crew	
Cases landed from Ship, from Foreign Ports	Nil	Nil	Nil	Nil
Cases which have occurred on Ships from Foreign Ports but have been disposed of before arrival	Malaria	Nil	3	2
Cases landed from other ships	Nil	Nil	Nil	Nil

No other cases of quarantinable diseases were reported during the year under review

SECTION X - OBSERVATIONS ON THE OCCURRENCE OF MALARIA ON SHIPS

During the year under review three cases of malaria have been reported. In every instance those affected were members of ships crews. These cases were reported by Masters of vessels arriving direct to this Port from foreign ports.

SECTION XI - MEASURES TAKEN AGAINST SHIPS WITH, OR SUSPECTED OF, PLAGUE

In ships in the Port, on all vessels, whether in possession of a valid Deratting Certificate or Deratting 'Exemption' Certificate or not, enquiries are made as to the prevalence and mortality of rats on board, and systematic inspection is carried out by the Authority's rodent operator on all vessels arriving directly or otherwise from infected ports; also on vessels engaged in carrying grain and general cargo. Enquiries are made on all vessels from members of the crew, stevedores, and workmen, and where necessary a systematic search for excreta, nests, gnawings, runs, or damage to cargo or stores is made by the Authority's Rodent operator under the supervision of an Inspector. Apart from the additional measures as defined in the Fourth Schedule, Part I - Plague A., infected ships and suspected ships in the Public Health (Ships) Regulations, 1952, which would be rigidly enforced, the following would also be put into operation, i.e. all vessels from infected or suspected areas and all vessels carrying grain cargoes are required to place efficient rat guards on all mooring ropes. Where the supply of rat guards is insufficient, the mooring ropes are to be covered daily with fresh tar for a distance of three feet from the edge of the quay outwards.

SECTION XII - MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS

1. As soon as practicable after arrival such ships are systematically searched by the Authority's rodent operator under the supervision of an inspector. All possible harbourages are carefully noted, also damage to cargo and stores, if any, paying particular attention to excreta, gnawings, runs and smears. From stem to stern every compartment is minutely inspected including stokeholds, shaft tunnel and boiler tops which often reveal evidence of infestation by the amount of footings seen in the fine dust which is always present there, and it rests entirely upon the result of such inspections as to whether the vessel is granted an Exemption Certificate or Deratting measures have to be employed; and only by such careful inspections can the rat population be approximately assessed.

2. All rats submitted for bacteriological or pathological examination from such vessels are forwarded to the Public Health Laboratory Service, Havelock Hospital, Sunderland. 5 black rats have been forwarded to the Public Health Laboratory Service during the year under review and in every instance they were returned as "Bacillus Pestis not found".

3. Methods of Deratting - Ships

(i) Fumigation by sulphur dioxide gas, which is generated by burning sulphur, three pounds of sulphur to each thousand cu. ft. of space, minimum time of exposure - eight hours.

(ii) Hydrogen cyanide which is generated by the vaporisation of liquid hydrogen cyanide, two ounces per thousand cubic feet for cargo space and storerooms; one ounce per thousand cubic feet for living quarters and other places not used for stores or cargo; minimum time of exposure - two hours.

(iii) Trapping and laying of poison baits.

Fumigations are done by commercial contractors whose staffs are trained to comply with the Hydrogen Cyanide (Fumigation of Ships) Regulations, 1951.

4. When vessels are examined for the purpose of issuing Deratting or Deratting 'Exemption' Certificates, any harbourages, runs, gnawings, defective bulkheads giving access to stores, etc. are brought to the notice of the Master or owner, and practical suggestions made for remedying same. Particular attention is given to new vessels and wherever it is necessary instructions are given to see that all pipes entering compartments are effectively fitted with collars, and steel flashings are fitted in places where rodents may possibly enter, to eliminate any possible source of nesting. Drainage holes in the holds are given careful attention, as these may be of a nature and size to afford easy ingress and provide a means of future infestation. On new vessels the builders have been found to be most co-operative when such defects have been drawn to their attention and in the majority of cases the work has been done before a Deratting 'Exemption' Certificate has been issued.

TABLE E

RODENTS DESTROYED DURING THE YEAR IN SHIPS FROM FOREIGN PORTS

CATEGORY	NUMBER
Black Rats	- 16
Brown Rats	- Nil
Mice	- Nil
Species not known	- Nil
Sent for Examination	- 5
Infected with Plague	- Nil

In addition, 20 Black Rats and 13 Mice were destroyed on Ships which had called at another Port in the United Kingdom before arriving at this Port.

The following table shows the work of Deratting in connection with Wharves, Quays and Warehouses:-

Black Rats destroyed	- 7
Brown Rats destroyed	- 1,240
Mice destroyed	- 51
Species not known	- Nil
Sent for Examination	- Nil
Infected with Plague	- Nil

In addition 2,737 poison baits were laid.

TABLE F

DERATTING CERTIFICATES AND DERATTING "EXEMPTION" CERTIFICATES
ISSUED DURING THE YEAR FOR SHIPS FROM FOREIGN PORTS

No. of Deratting Certificates Issued					Number of Deratting Exemption Certificates Issued	Total Certificates Issued
After Fumigation with		After Trapping	After Poisoning	Total		
H.C.N.	Other Fumigant (State method)					
1	S.O. 2 (Burning)	3	4	5	6	7
7	3 S.O. 2	Nil	Nil	10	119	129

Included in the number of Deratting "Exemption" Certificates issued are 24 Deratting "Exemption" Certificates issued with respect to Vessels constructed at this Port.

The above figures include 4 Deratting "Exemption" Certificates issued in respect of four Vessels lying at the Port of Seaham Harbour.

Under the Prevention of Damage by Pests (Application to Shipping) Order, 1951, 21 Rodent Control Certificates were issued.

SECTION XIII - INSPECTION OF SHIPS FOR NUISANCES

TABLE G
INSPECTION AND NOTICES

Nature and number of Inspections	Notices served		Result of Serving Notices
	Statutory Notices	Other Notices	
1. 1396	-	86 8 written notices to Agents	92 vessels complied with. 2 not complied with (vessels undergoing extensive repairs).
2. Category of Nuisances	-	-	The nature of the nuisances consisted mainly of sanitary defects of crews' accommodation, portlights, stoves and fittings, fresh water tanks, and dirty bedding

Out of the total of 94 vessels found to be insanitary, 16 were "foreign owned".

SECTION XIV - PUBLIC HEALTH (SHELL-FISH) REGULATIONS, 1934 & 1948

The Regulations refer to the gathering and sale for human consumption of shell-fish which may be infected.

There are no layings, private or public, within the jurisdiction of this Authority. Indiscriminate gathering of shell-fish from quay walls, piers and rocks still continues, presumably for the purpose of bait. There is no control over the gatherers, and possibly some of the shell-fish is consumed. When it is realised that the River contains the effluent of crude untreated sewerage, it must be obvious that such shell-fish is polluted and dangerous for human consumption.

SECTION XV

Not applicable to this Port.

SECTION XVI - MISCELLANEOUS

Arrangements for the Burial on Shore of Persons who have died on Board Ship from Infectious Disease.

Dead bodies brought into the Port by ship are examined on board by the Port Medical Officer of Health, and then ordered to be removed to the mortuary at the General Hospital to await the necessary inquest.

FOOD INSPECTION

SHIP'S PROVISIONS DEALT WITH DURING THE YEAR 1955

Number of vessels concerned	Ships' Provisions totally destroyed	Utilised for Animal Purposes (Feeding)	Forwarded to Messrs. Spillers, Newcastle-on-Tyne
21	11 cwt. 2 qrs 19½ lbs	3 tons 2 cwt. 2 qrs 1¼ lbs	1 ton 11 cwt. 2 qrs 5½ lbs

Grand total of ship's provision dealt with: 5 tons 5 cwt. 2 qrs 26¼ lbs
(plus 1 case of eggs 450)

FOOD INSPECTION

Note: Sugar returned to the British Sugar Corporation, Poppleton, Yorks, was defined as follows:- Sugar sweepings and residue of cargoes was

4 tons 1 cwt. 0 qrs 23 lbs

Unsound sugar:- 9 cwt. 1 qr. 18 lbs

Total:- 4 tons 10 cwt. 2 qrs 13 lbs

17 vessels arrived in the Port with cargoes of foodstuffs to discharge during the year under review.

FOOD INSPECTION

The Public Health (Imported Foods) Regulations 1937 - 1948
 The Public Health (Imported Milk) Regulations 1926
 The Public Health (Preservatives etc. in Food)

Regulations
 1925 - 1948

Nature of Sample	Analyst's Report
Date: 10.6.55 Sample No. 1/55 Approximately 7½ ozs. Tinned Sausage, Produce of Norway EX. M/V 'KOLLGRIM' (Ship's Provisions) Mark: PRIMA MIDDAGSPOLSER, JENS, J. ANDERSEN, OSLO	CHEMICAL ANALYSIS Analyst's Report I am of the opinion that the same is a sample of Genuine sausage. Poisonous metals : None Sulphur dioxide : None Boric Acid : None Nitrates (Na NO ²) : None Meat Content : 51%
Date: 10.6.55 Sample No. 2/55 Approximately 7½ ozs. Tinned Sausage Produce of Norway EX. M/V 'KOLLGRIM' (Ship's Provisions) Mark: PRIMA MIDDAGSPOLSER JENS. J. ANDERSEN, OSLO.	BACTERIOLOGICAL EXAMINATION Bacteriologist's Report 8,000 organisms / gramme PRESENT Organisms of the salmonella group and <u>Staph, aureus</u> not found.
Date: 13.6.55 Sample No. 3/55 2 x 7 lbs tins of sausage Produce of Norway EX. M/V 'KOLLGRIM' (Ship's Provisions) Mark: PRIMA MIDDAGSPOLSER JENS. J. ANDERSEN, OSLO.	"Blown Tin" 50 organisms / g. Other tin: 700 organisms / g. Both tins: <u>Staph aureus</u> and organisms of the salmonella group not found.
Date: 29.12.55 Samples No. 4/55, 5/55 and 6/55 Tea: Produce of Mauritius Approximate weights respectively 4½ ozs., 4¾ ozs. and 3 ozs. EX. S/S 'GOOD HOPE CASTLE' Marks: B.R. Pekoe Case No. 12 " B.O.P. Fannings. 1 case No. 19 " B.O. Pekoe, Case No. 19	CHEMICAL ANALYSIS Analyst's Report I am of the opinion that the same are samples of genuine tea. These are samples of genuine tea suitable for human consumption. All the samples are free from metallic contamination, dirt, and other extraneous matter.

PREVENTION OF DAMAGE BY PESTS ACT, 1949.

The provisions of the above Act have, during the year, been applied with respect to various premises situate in the Docks and River Area of the Port. The dock premises consisted of a large Joiners' Shop which had recently been constructed; little attention had been paid to rat-proofing and suggestions offered by your Officers were brought to the notice of the builders and were complied with. The Owners of the premises engaged a private contractor to derat the premises, using Sodium Fluoracetate (1080). The result could not be regarded as satisfactory and later other poisons were employed.

The premises situate in the River Area were owned by two firms and each had a moderate infestation by Mice. Both Owners agreed that trapping was the most suitable method to be used under the supervision of Officers of this Authority. An opportunity was also taken to clear one of the buildings of the large amount of accumulated rubbish which was an excellent breeding ground for the Rodents.

THE PREVENTION OF DAMAGE BY PESTS

(Application to Shipping) ORDER, 1951.

Under the terms of this Order "coastwise" vessels are now subject to periodical inspection for the detection on board of any rats or mice and the issuing of Rodent Control Certificates which certify that the vessel is free from such vermin or that the vessel has been treated in a manner detailed on the Certificate to reduce or eliminate any rat or mice population which were present on board. These measures are similar to those which have been enforced in respect of "foreign" going vessels since 1933.

The following statistics relative to measures carried out under the above Order, during the year 1955:-

	TYPE OF SHIP as defined by Sec. 2 of the above Order		
	Sea-Going	Coastal	Inland
A. I Number of Ships entering Local Authority's Area:- Inspected:-	287 261	1,900 1,135	Nil Nil
A. II Number of Ships holding current de-ratination or Rodent Control Certificate:-	494 International 290 Rodent Control	265 International Nil	Nil
C. III Number of Ships inspected for Rats and Mice:-	494	325	Nil

		TYPE OF SHIP as defined by Sec. 2 of the above Order		
		Sea-Going	Coastal	Inland
D. IV	Number of Ships found to be infested by Rats and Mice (a) by inspection:- (b) by notification:-	6 Nil	1 Nil	Nil Nil
E. V	Number of infested Ships treated (a) by the P.H.A.: - (b) by other agencies:-	Nil 6 (Fumigation)	Nil Nil	Nil Nil
VI	Number of Notices served under Section 4 of the Act:-	Nil	Nil	Nil
F. VII	Number of Ships in respect of which Rodent Control Certificates were Issued:-	Nil	21	Nil
G. VIII	Number of International Certificates Issued:-	72	57	Nil
IX	Number of cases in respect of which legal proceedings were taken:-	N O N E		

